The China Mail.

Established February, 1845.

Vol. XLV. No. 8375. | 英一千八百八十九年十一月十二號 | HONGKONG, TUESDAY, NOVEMBER 12, 1889. | 己丑年十月二十日 | Price, $2 per Month

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C. Robert Watson, 150, *Fleet Street*.

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinszen & Co., *Manila*.

CHINA:—*Macao*, F. A. de Cruz. *Swatow*, Quelch & Co. *Amoy*, N. Moalle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,	$7,500,000
Reserve Fund,	$4,400,000
Reserve Liability of Proprietors,	$7,500,000

Court of Directors.
Chairman—W. H. Forbes, Esq.
Deputy Chairman—H. L. Dalrymple, Esq.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

Chief Manager.
Hongkong,............G. E. Noble, Esq.
Manager.
Shanghai,.........John Walter, Esq.
London Bankers.—*London and County Bank*.

HONGKONG.
Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, August 24, 1889. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, January 1, 1889. 754

Intimations.

JUST PUBLISHED—*Price, 50 Cents.*

MISSION ETRANGERES:
History of the Churches of India, Burmah, Siam, China, Japan, &c., &c., &c.

TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of Messrs. Lane, Crawford & Co.; Messrs. Kelly & Walsh (Ld.); and Mr. W. Brewer; and at the *China Mail* Office.

Hongkong, November 6, 1889. 2122

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL, of ($4) FOUR DOLLARS per Share, is Payable at the Hongkong & Shanghai Banking Corporation, on or before the 16th November, 1889.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, October 15, 1889. 1982

Intimations.

NOTICE.

I Hereby Certify that I will NOT be RESPONSIBLE for any DEBTS contracted by any Member of my Crew. Two men deserted on 10th November.

A. MORRELL, Master,
Brit. Barque *Karnak*.

Hongkong, November 11, 1889. 2148

ROWLANDS'

KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China; A. S. Watson & Co., Shanghai. 1239

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th Instant, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
GEO. L. TOMLIN,
Acting Secretary.

Hongkong, November 1, 1889. 2084

LOST.

THE Undernoted 100 SHARES of the Hongkong & Shanghai Banking Corporation, being the Property of the Undersigned, having been LOST, the Public are warned against negotiating same.

	Scrip No.	Nos. of Shares.
50 Shares, L. Mendel	B2091	3465/6, 4645/52, 21341/55, 14389/92, 51692/712
10 Shares, W.D. Spence	B2099	3280/3289
25 Shares, W.D. Spence	B2134	53909/23, 57342/46, 1406/10
15 Shares, W.H. Gaskell	B2269	27918/27932

100 Shares.

The TRANSFER of thes SHARES has been STOPPED at the Bank.

H. N. MODY.

Hongkong, September 9, 1889. 1794

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.

Hongkong, October 15, 1889. 1977

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share is hereby made and is Payable at the Hongkong & Shanghai Banking Corporation, as follows:—

FIVE DOLLARS per Share on the 15th November, 1889.

FIVE DOLLARS per Share on the 15th February, 1890.

INTEREST at the Rate of 12 % per Annum will be chargeable on all Calls unpaid on due dates.

By Order of the Board,
J. WHEELEY,
Secretary.

Hongkong, October 10, 1889. 1949

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Undermentioned BANK SHARE CERTIFICATES viz.:—

No. B 2071, 3465/66, 4645/52, 21341/55, 14389/92 & 51692/712 } 50 Shares
in the name of L. Mendel.
No. B 2099, 3280/3289... ......10 "
" B2134, 53909/23, 57342/46 and 1406/10........} 25 "
in the name of W. D. Spence.
No. B 2269, 27918/27932..........15 "
in the name of W. H. Gaskell.

together One Hundred Shares, HAVE BEEN LOST, and should the same not be produced before the Thirty-first day of December next, NEW CERTIFICATES will be issued to the said L. Mendel, W. D. Spence and W. H. Gaskell respectively, and the aforesaid Certificates B 2071, B 2099, B 2134 and B 2269, will be thereafter treated by this Corporation as null and void.

For the
Hongkong and Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, October 1, 1889. 1899

No. 73, Wyndham Street.

BOARD AND RESIDENCE.
Comfortable Home
FOR SINGLE GENTLEMEN.
Moderate Terms.

Mrs. KJELLER,
Proprietress.

Hongkong, July 15, 1889. 1375

Business Notices.

LANE, CRAWFORD & Co.

JUST LANDED EX *OOPACK*.

SELECTED YORK HAMS.
FINEST STREAKY BACON.
BEST ENGLISH CHEESE.

FENDERS and FIRE IRONS.
TENNIS POLES and NETS.
JELLY and CAKE MOULDS.
PICTURE WIRE and FASTENERS.
POCKET KNIVES.
TENNIS POLES, BALLS and NETS.
NEW TENNIS SHIRTS.
NEW BOOKS.

CHRISTMAS CARDS.

LANE, CRAWFORD & Co.

Hongkong, October 24, 1889. 2038

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

W. POWELL & Co.

EX STEAMSHIP *GLENFALLOCH*.

A SPLENDID ASSORTMENT OF NEW GOODS,

HATS, BONNETS, FLOWERS, FEATHERS, JACKETS, ULSTERS, JERSEYS, SILK GLOVES, SUEDE GLOVES, KID GLOVES, BALL DRESS MATERIALS, SILKS, VELVETS, BOOTS, SHOES, TOYS, &c., &c., &c.

W. POWELL & Co.

Victoria Exchange, November 9, 1889. 2132

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

WE HAVE JUST OPENED OUT OUR NEW AUTUMN GOODS,
consisting of
A Large and Choice Selection of COATINGS for Morning and Evening Dress
A very Stylish Lot of TWEEDS, New in Design and Material, and a varied Assortment of TROUSERING in all the Newest Patterns.

Queen's Road (opposite Hongkong Hotel),
Hongkong, September 14, 1889 1790

Intimations.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on SATURDAY, the 16th Instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited.

Hongkong, November 8, 1889. 2130

JUST PUBLISHED.

The Sixty Years
ANGLO-CHINESE CALENDAR,

From 1st January, 1834 to 31st December, 1893, being from the 31st year of the 75th Cycle to the 30th year of the 76th Cycle.

Price, $1.50 Sewn, $2.00 Cloth.

Hongkong: Published at the *Daily Press* Office. Sold by all Booksellers.

Hongkong, November 6, 1889. 2117

THE HONGKONG
LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL,	$5,000,000
PAID-UP CAPITAL,	2,500,000
RESERVE FUND,	1,250,000

Board of Directors:

Hon. J. J. KESWICK, Chairman. } *Managing Directors.*
Hon. C. P. CHATER, Vice-Chairman. }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY Advanced on MORTGAGE, on LAND or BUILDINGS; PROPERTIES Purchased and Sold.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. 844

Intimations.

THE HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LIMITED and REDUCED.

NOTICE is hereby given that the Undermentioned Shares in the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced, viz.:—

SCRIP No. 621 for 62 SHARES, Nos. 16890 to 16951, in the Name of Alexander Michie have been LOST and should the same not be produced before the Thirty-first day of December next, NEW SCRIP will be issued to the said Alexander Michie, and the aforesaid SCRIP No. 621 will be thereafter treated by this Company as null and void.

For the Hongkong & Kowloon Wharf & Godown Company, Limited and Reduced.
EDWARD OSBORNE,
Acting Secretary.

Hongkong, November 2, 1889. 2096

WINDSOR HOUSE,
HONGKONG.
No. 8, Queen's Road Central,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers First-class Accommodation to Residents and Travellers, has a Spacious Dining Room, and a large number of well Furnished Bed-Rooms with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, *at reasonable rates.*

Arrangements can be made to serve Meals in Gentlemen's Quarters.

Continental Languages spoken.

Mrs. BOHM,
Proprietrix.

Hongkong, August 30, 1889. 1682

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Latterly Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address
2, DUDDELL STREET,
(*Next to the New Oriental Bank.*)

Hongkong, January 12, 1885. 66

Intimations.

COLONY OF HONGKONG.

REMOVAL OF OLD CEMETERY.

THE Old Colonial Cemetery, at Wantsai, in the above Colony, having become surrounded by a dense population of Chinese of the poorer classes, it is found difficult to keep it in a condition of decency and cleanliness; It is therefore notified that it is proposed reverently and decently to remove all Monuments and Tombstones in such Cemetery, as well as all remains which may be found there, to the existing Colonial Cemetery in the Happy Valley, where such remains will be re-interred.

The Monuments will be repaired and grouped round a plain memorial stone on which it will be stated from what part of the Colony they have been removed.

Survivors, friends, or relatives who may desire to make any objection to this removal, are requested to address the Colonial Secretary of Hongkong within six months from this date.

A List of the remaining Monuments is appended.

By Command,
A. LISTER,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, October 25, 1889. 2115

OLD COLONIAL CEMETERY.

List of Inscriptions on Tombstones.

Number on Plan.	Rank and Name.	Date.
1	John Ambrose Mercer, Esq.	20th Aug., 1843
2	Alexander Scott, Esq.	24th Aug., 1841
3	Mr John Slade	2nd Aug., 1843
4	William Brodie, Master in the Royal Navy, late Commander H.M. troopship *Rattlesnake*	17th June, 1841
5	E. J. Hume, of U.S.S. *Constellation*	14th Sept., 1842
6	Aug. Fred. Sungor	19th Oct., 1841
7	Lieut. Oliver Charles Auketell, 37th Regt. Madras Native Infantry	13th July, 1841
8	G. W. York, of Bangor, Maine, U.S.A., seaman U.S.S. *Constellation*	15th Sept., 1842
9	Julia, daughter of the Hon. John Walter Hulm	26th Oct., 1844
10	William ——	....
11	Lieut. Levin Handy, U.S.S. *Constellation*	14th Sept., 1842
12	Sarah Elizabeth, wife of Peter Margussen	2nd Aug., 1844
13	John Irvine, Assistant Commissary General	1st Feb., 1844
14	Major Charles Gregory	30th Nov., 1842
15	Henrietta, wife of the Rev. J. Levis Shuck, of Virginia, U.S.A.	27th Nov., 1844
16	Frederick Joseph Ball	2nd Aug., 1843
17	Mills Bridgeman Ball, (*Macao*)	2nd Aug., 1844
18	Lucy Hendricks, wife of Dyer Ball	6th June, 1844
19	Richard M. Isbell, Assistant Surgeon, H.M.S. *Agincourt*	11th Jan., 1843
20	Theodosia, wife of Rev. W. Dean	March, 1843
21	Robert Morrison Brown	13th Jan., 1844
22	Lieut. Benjamin Fox, R.N., late First Lieut. H.M.S. *Nimrod* Canton, killed at Canton	25th May, 1841
23	Capt. A. Frederick Beavan, 39th Regt. M.N.I.	18th Oct., 1842
24	Lieut. Francis Beavan	6th Nov., 1842
25	John Theophilus Boileau, Assistant Surgeon, Bengal Establishment	21st Nov., 1842
26	Captain Henry Harriot, 39th Regt.	15th Dec., 1842
27	Major James Uniacke, (Chin Kiang-foo*), Senior Officer of R. M., also Lieut. William Atcherley, (Yong-tee Kiang*), also Lieut. C. Hewett, R.M., (Woo Sing*)	21st July, 1842
28	1st Lieut. Ralph Milbanke, H.M. sloop *Childers*	28th Aug., 1843
29	Captain William Currie of the British ship *Leander*	10th Nov., 1844
30	John Abray Hobson	15th April, 1843
31	Major Eldred Pottinger, C.B.	15th Nov., 1843
32	Francis R. Foote	1842
33	Capt. A. H. S. Young, 55th Regt.	13th July, 1843
,,	Lieut.-Adj. J. R. Margrath	8th July, 1843
,,	also Capt. T. de Havelland	6th Sept., 1843
,,	also Ensign J. Campbell, 55th Regt.	1st Feb., 1843
,,	also Ensign J. H. C. Rogers, 55th Regt.	23rd Dec., 1841
34	Thomas Hancorn, Master H.M.S. *Menden*	10th Sept., 1843
35	Right Honourable Edward Pelham Clinton, Lieut. R.N., H.M.S. *Harlequin*	12th May, 1842
36	William Graham, Assistant Surgeon, Bengal Establishment	6th Nov., 1843
37	(Illegible)	....
38	Vere Paulet Harris	16th Nov., 1843
39	Thomas Jackson Seills, Esq.	31st July, 1844
40	John Tallmon	6th June, 1844
41	Lieut. Henry Dallas, 91st Regt.	26th July, 1844
42	J. Stewart Garnett, Esq. Merchant of Liverpool	6th Sept., 1844
43	Capt. John Robert Cotton	5th Jan., 1845
44	Mr Ed. Pratt	25th Jan., 1845
45	Col.-Sgt. Henry Welch, 98th Regt.	4th Nov., 1844
46	Capt. Thomas Maitland Edwards, 98th Regt.	13th Nov., 1844
47	William Knight, Esq.	....
48	Alexander Badenach	August.

* Probably killed at this place.

WASHING BOOKS.
(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

China Mail Office.

Auctions.

PUBLIC AUCTION
OF
JAPANESE PORCELAINS AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 16th November, 1889, commencing at 2.30 p.m. sharp, at his Sales Rooms, Duddell Street,—

A VERY FINE AND LARGE SELECTION OF JAPANESE PORCELAINS, CURIOS AND WORKS OF ART, Etc.,

comprising:—

Satsuma, Tokio, Kioto, Kaga, Imari, Etc., Vases, Jars, Bowls, Plates, Tea and Breakfast Sets in new styles, *Fine Cloisoné Ware* in Vases, Plaques, Boxes, Etc.

Ivory Inlaid Panels and Plaques, Ivory Carvings, SILK EMBROIDERIES and Wall Hangings, Silk Handkerchiefs; Etc., Etc.

Gold and Silver Inlaid Bronzes, Vases and Bronze Ware, Inlaid Cabinets, and other Laquer Ware.

And
A VARIETY OF
CURIOS AND NOVELTIES,
Etc., Etc., Etc.

The above will be on view on *Friday next*, and Catalogues will be issued prior to Sale.

Terms of Sale.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, November 9, 1889. 2136

To Let.

TO LET.

NOS. 2 & 3, WEST TERRACE.

Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, November 11, 1889. 2147

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 68, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, July 1, 1889. 1267

TO LET (FURNISHED.)

FOR Six or Seven Months from 1st Proximo, that desirable Winter Residence known as 'TERRA VERTE,' on the Upper Richmond Road. Water and Gas laid on. Grass Tennis Court.

For Terms, apply to
H. SHEPPARD.

Hongkong, September 27, 1889 1875

TO LET.

FIVE-ROOMED HOUSE at Mount Kellett—partly Furnished. Rent moderate.

W. HARTIGAN,
18, *Bank Buildings.*

Hongkong, November 7, 1889. 2127

TO LET.

HOUSE No. 2, 'Smith's Villas,' Magazine Gap, a spacious Five Roomed House, with Basement and Outhouse. Excellent view. Expected to be ready 1st August next.

Apply to
F. BLACKHEAD & Co.

Hongkong, July 2, 1889. 1284

TO LET.

ROOMS in 'College Chambers.'

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 8, 1889. 832

Notices of Firms.

NOTICE.

THE Business hitherto carried on at 'The White House,' Queen's Road Central, under the style or title of 'GATE & FAIRALL,' has This Day been dissolved by mutual consent.

E. S. GATE.
B. FAIRALL.

Hongkong, October 16, 1889. 1987

WITH reference to the above, the Business will in future be carried on under the style of 'GATE & Co.,' who will pay and receive all accounts in connection with the old Firm.

Miss FAIRALL will continue to Manage the Dress-making Department until the 31st December next.

E. S. GATE.

Hongkong, October 16, 1889. 1988

WA TSZ YAT PO,
華 字 日 報
CHINESE MAIL.

THE present LEASE of the *Chinese Mail* EXPIRED on the 31st ultimo, after which date the Interest of the present LESSEE (Mr. Ho Cheng Shang) entirely ceased. The Business is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.

GEO. MURRAY BAIN,
Proprietor.

'China Mail' Office,
September 1, 1889.

Shipping.

Steamers.

UNION LINE.

FOR YOKOHAMA AND KOBE.

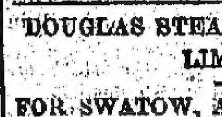
The Steamship *Dorset*, Captain Daniel, will be despatched for the above Ports on WEDNESDAY, the 13th Instant, at Noon.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, November 11, 1889. 2144

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

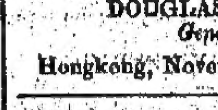


The Co.'s Steamship *Haitan*, Capt. S. Ashton, will be despatched for the above Ports on THURSDAY, the 14th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 11, 1889. 2150

STEAM TO MANILA *VIA* AMOY.

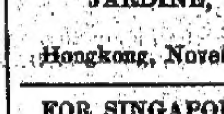


The Steamship *Nanzing*, Captain Thomson, will be despatched as above on THURSDAY, the 14th Inst., at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 11, 1889. 2141

FOR SINGAPORE, PENANG AND CALCUTTA.



The Steamship *Japan*, Captain T. S. Gardner, will be despatched for the above Ports on FRIDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, November 11, 1889. 2139

FOR NEW YORK.

The Steamship *Claymore*, Felgate, Commander, will be despatched for the above Port on or about the 16th Inst.

For Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 4, 1889. 2107

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Glamorganshire* will be despatched for the above Port on or about the 19th Instant.

This Steamer has superior Passenger Accommodation.

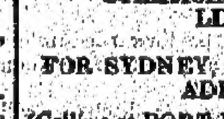
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 2, 1889. 2095

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)



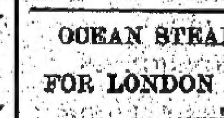
The Steamship *Menmuir*, Captain Green, will be despatched for the above Ports on WEDNESDAY, the 2?th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, November 11, 1889. 2146

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.



The Co.'s Steamship *Agamemnon*, Capt. Wilding, will be despatched as above on WEDNESDAY, the 20th Instant.

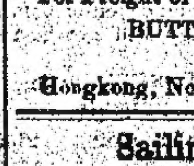
Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 7, 1889. 2128

Sailing Vessels.

FOR NEW YORK.



The 3/3 L.1.1. American Ship *Sea Witch*, Chas. H. Tibbets, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 21, 1889. 2014

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.
A Sketch.

Price, - - - - - - FIFTY CENTS.

To be had at Messrs. Lane, Crawford & Co.; Messrs. Kelly & Walsh; and Messrs. W. Brewer & Co.

August 14, 1889. 1589

Entertainment.

THEATRE ROYAL.

A MILITARY ENTERTAINMENT AND ASSAULT AT ARMS by the LORNE ATHLETIC CLUB OF THE PRINCESS LOUISE ARGYLL & SUTHERLAND HIGHLANDERS, Will take place on

SATURDAY EVENING,
the 16th November, 1889.

Under the Patronage of H. E. SIR G. W. DES VŒUX, K.C.M.G.

COMMENCING AT 9 P.M.

TUESDAY AFTERNOON,
19th November, at 4.30 p.m.
AND
WEDNESDAY EVENING,
20th November, at 9 p.m.

Under the Patronage of Colonel W. R. CRASTER, R.A., Commanding Troops, China.

The Programme, which will be slightly varied at each Performance, will include.

Dumb bell, and Club ercise.	Quarter staff, and Singlesticks
Parallel & Horizontal Bar.	Ancient Combat, Vaulting Horse
Physical Drill, Bayonet and Sword Exercise.	Sword and Target Practice
Boxing, Light and heavy weights.	'A Mounted Combat'
Fencing.........................	Highland Dancing.

To conclude with a Military Scene representing
'LIFE ON ACTIVE SERVICE'

The BAND will play special Selections and Accompaniments,

Reserved Seats $2, Remaining Seats $1. Soldiers and Sailors in Uniform 25 cents.

Tickets may be obtained of Messrs KELLY & WALSH, where a plan of the Seats can be seen.

The tram will run ½ of an hour after the close of the Performance on WEDNESDAY EVENING.

Any Surplus will be devoted to Military and other Local Institutions.
Hongkong, November 11, 1889. 2138

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenogle* having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Holland* from NEW YORK, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, the 11th Instant.

Cargo remaining undelivered after the 18th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 25th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, November 11, 1889. 2142

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Polyhymnia*, Captain BEHRENS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, the 11th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the KOWLOON PIER AND GODOWN CO. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Inst., at 4 p.m.

No Fire Insurance has been effected.
SIEMSSEN & Co.,
Agents.
Hongkong, November 11, 1889. 2143

UNION LINE.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND SINGAPORE.

THE Steamship *Dorset*, Captain DANIEL, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, November 11, 1889. 2145

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 16th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 15th Instant.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, November 9, 1889. 2137

Notices to Consignees.

STEAMSHIP *CONGO.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Manche* and *Tamise*, from Havre ex Steamship *Manche*, and from Bordeaux ex Steamships *Nord* and *Cambrai*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, Bowrington, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before TO-DAY (Saturday), at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 16th November, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 18th November (Monday), or they will not be recognised.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, November 9, 1889. 2135

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA,
(Via Inland Sea.)

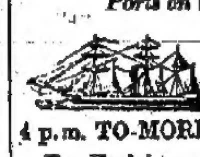
The Steamship *Pembrokeshire* will be despatched for the above Ports TO-MORROW, the 13th Instant, at 4 p.m.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 12, 1889. 2116

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.*)*



The Co.'s Steamship *Ulysses*, Captain BUTLER, will be despatched as above at 4 p.m. TO-MORROW, the 13th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 12, 1889. 2119

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Verona*, Captain SPECK, with the English Mails, will leave for the above place TO-MORROW, the 13th Instant, at 5 p.m., and proceed on to YOKOHAMA (*via* the INLAND SEA), calling at NAGASAKI and KOBE.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, November 12, 1889. 2058

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA* will be despatched for San Francisco, via Amoy and Yokohama, on THURSDAY, the 14th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows :—

To San Francisco	$225.00
To San Francisco and return, available for 6 months ...	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, November 12, 1889. 2054

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CUPS value of $200 and $100 respectively, also TWO CONSOLATION CUPS value of $100 each.

The 2ND STAGE of the THIRD COMPETITION will be shot off NEXT SATURDAY, the 16th November, at 2.15 p.m., commencing at 900 Yards. Entries for this Stage CLOSE on *Friday next*, 15th November, at 5 p.m. ENTRANCE FEE 30 Cents. There must be 10 Competitors present or no Competition can take place.
A. SHELTON HOOPER,
Hon. Secretary.
Hongkong, November 12, 1889. 2155

Business Notices.

THE HALL & HOLTZ
CO-OPERATIVE COMPANY, LIMITED.

LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS.

AUTUMN—1889—WINTER.

NOVELTIES IN DRESS MATERIALS, TRIMMINGS, HOSIERY, MANTLES, MILLINERY, BOOTS AND SHOES, KID, SUEDE AND SILK GLOVES IN ALL SIZES, for Out-door and Evening wear.

Also,

BLANKETS, SHEETINGS, CALICOES, EIDER DOWN QUILTS, HOUSEHOLD LINENS, LACE CURTAINS, &c., &c.

BALL, DINNER AND WALKING COSTUMES, TAILOR-MADE JACKETS AND MANTLES, a perfect fit guaranteed.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, November 5, 1889. 2111

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

TENDERS will be Received at this OFFICE until Noon of SATURDAY, the 23rd Instant, for the INSURANCE of the S.S. *FAME* against all RISKS.

Full Particulars may be obtained on application to the SURVEYOR GENERAL between the hours of 11 a.m. and 1 p.m.

The Government does not bind itself to accept the lowest or any Tender.

By Command,
A. LISTER,
Acting Colonial Secretary.
COLONIAL SECRETARY'S OFFICE,
Hongkong, November 12, 1889. 2152

LAMAG PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the Statutory General MEETING of this Company will be held at the OFFICES of the General Managers on TUESDAY, the 26th November, 1889, at Noon.
GIBB, LIVINGSTON & Co.,
General Managers.
Hongkong, November 12, 1889. 2154

FOR SALE.

AT THE PEAK.

'THE FALLS' on R. B. L. No. 28.—A Well-built SIX-ROOMED HOUSE, at present let on Lease for one year.

For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, November 12, 1889. 2153

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *PEMBROKESHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the KOWLOON WHARF & GODOWN CO. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 12, 1889. 2151

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS.

WE beg to invite attention to the following items in our STOCK of WINES and SPIRITS worthy of special attenion.

BRANDY,
COGNAC EXTRA, a very old pale Cognac of excellent quality.
Per Case, $16.

WHISKY,
SCOTCH.—A blend of the finest Whiskies produced in Scotland; mature and soft.
Per Case, $10.

CLARET,
Chateau Langon. An exceptionally fine Wine 10 years old; very soft and light.
Per Case, $10.

SHERRIES,
Vino de Pasto. A dry natural Wine recommended to the notice of connoisseurs.
Per Case, $10.
Delicioso. The very finest Sherry, cannot be surpassed.
Per Case, $14.

A special selection of MANILA CIGARS Manufactured for us by CONSTANTINO DIAZ. Y. Co. now in stock.

Telephone No. 60.
22 & 24, QUEEN'S ROAD CENTRAL. 2149

SHIPPING.

ARRIVALS.
November 11, 1889 :—

Soochow, British steamer, 313, MacIsaac, Pakhoi November 7, and Hoihow 10, General.—KWONG TAI LOONG.

November 12 :—

Haitan, British str., 1,183, S. Ashton, Foochow November 8, Amoy 9, and Swatow 11, General.—DOUGLAS STEAMSHIP Co.

Belgic, British steamer, 4,211, W. H. Walker, San Francisco October 17, and Yokohama November 7, Mails and General.—O. & O. S. S. Co.

Pembrokeshire, British steamer, 2,000, J. Dancaster, London and Singapore Nov. 5, General.—ADAMSON, BELL & Co.

Memnon, British steamer, 825, A. Dorff, Sandakan November 6, Timber.—BUTTERFIELD & SWIRE.

Nanzing, British steamer, 808, B. Thomson, Manila Nov. 9, at 9 p.m., General.—JARDINE, MATHESON & Co.

DEPARTURES.
November 12

Fokien, for Coast Ports.
Alwine, for Hoihow and Pakhoi.
Yangtze, for Shanghai.
Marie, for Haiphong.
Polyhymnia, for Yokohama.

CLEARED.

Adolph, for Havre.
Nicoya, for Whampoa.
Wm. Le Lacheu, for Whampoa.
Ulysses, for Shanghai.
Glenogle, for Shanghai.
Soochow, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

Per *Soochow*, from Pakhoi, Mr Millhe, and 30 Chinese.

Per *Haitan*, from Foochow, Messrs W. Ramsey, and 194 Chinese.

Per *Belgic*, from San Francisco, Mrs R. H. Kimball and infant, Dr. Wm. Ashmore, Rev. and Mrs L. W. Kip, Mr Edward Scott, Mrs A. K. Scott, Miss A. Crocker, Mrs E. B. Taylor, Lieut. F. C. Vignolles, R.A., and Miss Mollie McMinn; from Yokohama, Rev. and Mrs E. P. Shwing, Mr and Mrs Greaves, Messrs W. J. Rand and S. E. Greaves, Dr. R. H. Kimball, and Mr A. E. Hodgins, 3 Europeans, and 675 Chinese in steerage.

Per *Pembrokeshire*, from London, &c., Mrs Fisher, Mr and Mrs Brandao, and 70 Chinese.

Per *Memnon*, from Sandakan, Mr E. E. Abrahamson, and 40 Chinese.

Per *Nanzing*, from Manila, 210 Chinese.

DEPARTED.

Per *Fokien*, for Swatow, 300 Chinese; for Amoy, Mr and Mrs Uriarte, and Miss Uriarte.

Per *Alwine*, for Hoihow, 100 Chinese.

Per *Yangtsze*, for Shanghai, 20 Chinese.

TO DEPART.

Per *Oxus*, from Hongkong: for Saigon, Rev. P. Monnier, 2 Sailors, and 7 Chinese; for Singapore, Rev. P. Saleilles, Mr and Mrs Greaves, and Mr S. E. Greaves, Messrs Sotooka and Abei; for Marseilles, Mrs and Miss Rowe, Messrs G. Parker, McGuire, J. Martin, E. Benoit and A. Benoit. From Shanghai: for Marseilles, Mr Spesheloff, Mr and Mrs Ching Woo Gu, 2 children and servant, Mr Cooper, Rev. Aug. Seveshe, Mr and Mrs Nesbitt, and Rev. Tommasini. From Yokohama: for Saigon, Mr Verand; for Singapore, Messrs Woo Ching Tiong, and Lemercier; for Marseilles, Messrs Neydhart, Naya Tomi, Maurasse and Deschamps. From Kobe: for Batavia, Mr Tajin; for Colombo, Mrs Becker, and Mr Omiki.

Per *Ulysses*, for Shanghai, 4 Europeans, and 80 Chinese.

Per *Glenogle*, for Shanghai, 2 Europeans.

Per *Soochow*, for Hoihow, 40 Chinese.

SHIPPING REPORTS

The British steamer *Haitan* reports: Left Foochow on the 8th instant, had moderate North-Easterly winds and fine weather, with smooth sea to port. Left Amoy on the 9th instant, had strong N.E. gale, and considerable sea to port. Left Swatow on the 11th instant, had fresh N.E. breeze, moderate sea to Chelang Point; from there to port, fresh Northerly breeze, with fine clear, cold weather. Steamers in Amoy, *Avochie* and *Ping Ching*. Steamers in Swatow: *Phra Chom Klao* and *Woosung*.

The British steamer *Belgic* reports: Sailed from San Francisco Thursday, Oct. 17th, with full cargo and 90 cabin, and 685 steerage passengers; arrived at Yokohama November 4th, sailed again Thursday Nov. 7th. Arrived at Hongkong Tuesday, Nov. 12th, 9 a.m. Time 5 days, 2 hours, 24 minutes. Encountered strong variable winds and seas whole voyage. Had on board for Hongkong, &c., 1,753 tons freight, 84 boxes Treasure and passengers.

The British steamer *Pembrokeshire* reports: Had strong monsoons and high sea.

The British steamer *Memnon* reports: First part dull cloudy weather, from Scarborough Shoal to port, strong N.N.E. winds, a high confused sea.

The British steamer *Nanzing* reports: Had strong N.E. wind and overcast sky, and heavy sea.

POST OFFICE NOTICES.

MAILS BY THE *FRENCH PACKET.*—

The French Contract Packet *Oxus* will be despatched on WEDNESDAY, the 13th November, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.

11.00 A.M.—Mail closes.

☞ LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MEMOS. FOR TO-MORROW
Shipping.

Noon.—*Dorset* leaves for Y'hama, &c.
Noon.—French Mail leaves for Ports of Call and Europe.
4 p.m.—*Ulysses* leaves for Shanghai, &c.
4 p.m.—*Pembrokeshire* leaves for Japan.
5 p.m.—*Verona* leaves for Shanghai, &c.

Watson's SOAPS.

WATSON'S
Pure Carbolic Soaps,
THE BEST IN THE MARKET,
FOR MEDICINAL and TOILET USE.
Guaranteed to be made from absolutely pure 'Phenol,' or Carbolic Acid.

THESE SOAPS, being specially prepared for use in Tropical Climates, will be found most efficacious for cleansing and purifying the Skin, and for preventing contagion from Fevers of all kinds, and contagious diseases generally.

They act as a mild stimulant, as well as a depurative and disinfectant; readily allay irritation of the Skin, cure and prevent prickly heat, and other Skin diseases prevalent in hot climates, and are strongly recommended for general use by all the leading and most eminent Medical Practitioners

To be had in the following forms to suit all requirements:

Strong Medicinal,
In Single Tablet Boxes.
WHITE, guaranteed to contain 20% of Pure Carbolic Acid.
ROSE COLOUR, guaranteed to contain 20% of Pure Carbolic Acid.
TRANSPARENT, guaranteed to contain 20% of Pure Carbolic Acid.
Price, 50 Cents per Box—3 Boxes, $1.25.

Medium.
Three Tablets in a Box.
ROSE COLOUR, guaranteed to contain 10% of Pure Carbolic Acid.
TRANSPARENT, guaranteed to contain 10% of Pure Carbolic Acid.
Price, $1.25 *per Box—3 Boxes,* $3.50.

Toilet Soap.
Three Tablets in a Box.
ROSE COLOUR, guaranteed to contain 5% of Pure Carbolic Acid.
TRANSPARENT, guaranteed to contain 5% of Pure Carbolic Acid.
Price, 75 Cents per Box—3 Boxes, $2.

WATSON'S
ANTISEPTIC DOG SOAP
In Single Tablet Boxes.
BRINGS SUDDEN DEATH TO FLEAS AND ALL 'PEDICULOUS' PARASITES.
It is nevertheless perfectly harmless, and may be used without the least fear of any bad result on Dogs of any age, sex, or size.
Price, 50 Cents per Box—3 Boxes, $1.25.

WATSON'S
PURE TRANSPARENT
TOILET SOAPS.
Have attained a reputation in the Far East which makes them universal Toilet Requisites.
Guaranteed to be absolutely pure, and may be used by Ladies and Children with the most delicate Complexions and sensitive Skins, without any fear whatever of producing irritation, at any season of the year. Being practically dry and firm, they will be found most economical by all who use them.

Watson's Pure Transparent Glycerine Soap
Guaranteed to contain the largest percentage of Pure Glycerine it is possible to introduce into any Soap. Specially recommended to all who have very sensitive Skins, easily affected by wind and weather.

Watson's Pure Opaque Toilet Soaps
A varied assortment of favourite kinds; the principal difference between them being more one of personal preference than of quality; all are pure, and the base of all is the same, but the perfumes differ. *New kinds will be introduced from time to time as occasion requires.*

PLEASE OBSERVE.—Each Tablet bears our Name and Trade Mark, without which none are genuine.

☞ *Ask for Special Bill giving full particulars of all the different Soaps we make.*

We also keep in stock a great variety of the following well-known Soaps—
ATKINSON'S, CALVERT'S, COLGATE'S, LUBIN'S, PEARS', &c.

A. S. WATSON & Co., LTD.,
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, September 3, 1889. 1712

☞ *The publication of this issue commenced at 7.15 p.m.*

The China Mail.

HONGKONG, TUESDAY, NOVEMBER 12, 1889.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND :—*Zambesi*, Oct. 1; *Lennox*, 15; *Elektra, Lingfield*, 18; *Chingwo, Dardanus*, 22; *Glenorchy, Cassandra*, 25; *Antenor, Jason, Yangtsé*, 29; *Benvenue*, Nov. 1.

HOMEWARD BOUND :—*Hassia*, Oct. 1; *Strathearn*, 8; *Altonower, Hesperia*, 25; *Laertes, Nestor, Titan, Flintshire*, 29.

The Canadian Pacific S. Co.'s s. s. *Port Augusta* left Vancouver for Yokohama, &c., on 2nd inst.

The s. s. *Monmouthshire*, from New York, left Singapore for this port on the 6th inst., and may be expected here on or about the 13th inst.

The D. D. R. s. s. *Aglaia* left Singapore on the 11th inst., and may be expected here on or about the 17th inst.

The China Shippers Mutual S. N. Co.'s steamship *Chi-gwo*, from Glasgow and Liverpool, left Singapore on the 12th inst., and may be expected here on or about the 18th inst.

The P. & O. extra steamer *Nizam*, from Bombay, left Singapore for this port on the 12th instant, at daylight, and may be expected here on or about the 19th inst.

THE *Oceanic* arrived at San Francisco on the 11th instant from Yokohama, making the passage in 13 days and 14 hours.

MESSRS Siemssen and Co. inform us that the D. D. R. s. s. *Aglaia* left Singapore for this port yesterday, at 4 p.m., and may be expected here on or about the 17th inst.

THE Superintendent of the P. and O. Co. informs us that the Company's extra steamer *Nizam* left Singapore for this port at daylight to-day.

MESSRS Arnhold, Karberg and Co. inform us that the China Shippers Mutual S. N. Co.'s s. s. *Chingwo*, from Glasgow and Liverpool, left Singapore for this port to-day.

A PIPER from the A. & S. Highlanders has gone down to Singapore to help the Scotchmen there to worthily celebrate St. Andrew's day.

ACCORDING to late telegrams received from the North, there would appear to be little hope of the safety of Mr Colin Jamieson, the Commissioner of Customs at Chefoo, who mysteriously disappeared ten days ago.

THE last of a very interesting and successful series of lectures to soldiers took place in the Garrison Theatre last night, when Dr. Doberck, Director of the Government Observatory, exhibited a number of illuminated views of the heavenly bodies and delivered a descriptive lecture thereon. Rev. C. D. Hamilton, Acting Military Chaplain, presided.

As the work in connection with the remova of Union Church commenced this week, the last services in the building on its present site were held on Sunday last. The Pastor, Rev. G. H. Bondfield, made special reference in his forenoon sermon to the removal of the building and the many changes it had seen during the twenty odd years of its existence. The erection of the building on its new site will probably take the best part of a year, and during the interval the congregation will meet in the City Hall Theatre.

THE British ship *Favonius*, from Manila to San Francisco with a cargo of sugar, has put in to Yokohama for repairs to steering gear.

TOKYO was *en fête* on the 5th inst. for two reasons—because His Imperial Majesty Mutsuhito then completed his thirty-seventh year, and by reason of the fact that Prince Yoshihito, the second son of His Majesty, was to be nominated Crown Prince.

A NATIVE paper states that Chang Chihtung has petitioned the Throne to allow the export of rice from the Kwangtung province, which was prohibited some years ago. The officials at Peking are considering the matter.

THE natives and Chinese in Java are so conservative that they will not take the ten guilder pieces which the Java Bank seeks to put into circulation at Samarang. These coins have against them their foreign look and wide difference from the familiar sovereigns.

AT Surabaya trade is dull and business slack, owing to lessening purchasing power on the part of the natives. Petroleum only seems to be active through the importation of Russian oil. The retail price for it varies from 4.40 to 4.25 guilders per case against 4.70 for the Devoe brand.

LI Han-chang reports having handed over charge on the 11th September last to Hsü-ta, the Taotai of Huai Yang, who is to act as Director General of the Grain Transport until the arrival of Sang-ch'un. As soon as he has cleared off the outstanding work, he purposes starting for Canton, travelling overland by way of Kiangsi.

IN the *Peking Gazette* of the 21st ult. there is a memorial from the Governor of Ili, reporting that an earthquake, more severe than any that has occurred there for a century, was felt on the 12th of July last. None of the nine cities of Ili escaped injury, the walls of five of them having been demolished to a great extent, while many temples and public buildings suffered severely. The memorialist reports no loss of life, but he estimates the cost of absolutely necessary temporary repairs at Tls. 23,000.

THE Governor of Shantung reports the closure of the breach in the embankment of the Yellow River at Chang-ta'un in the Ch'i-ho district of the the province. The opening measured from 600 to 700 Chinese feet and its repair entailed an expenditure of Tls. 30,000. Work is progressing at the other two breaches at Ta-chai and Hsichihfang both of which, it is anticipated, will be closed at an early date. Much of the flooded country is dry again and will be in a suitable condition for the reception of a crop when the time for sowing arrives.

THE following Naval items are from the *Nagasaki Express* of 6th inst.:—H.B.M.'s corvette *Conquest* arrived from Kobe, and the *Mutine* arrived from Hongkong, on Wednesday last. The *Conquest* and *Swift* left for Shanghai on Saturday, and the *Leander* and *Mutine* left yesterday, the former for a cruise, and the latter for Kobe. The *Leander* is expected to return shortly to be docked.—H.I.R.M.'s flagship *Admiral Nachimoff*, flying the flag of Vice-Admiral Schmidt, and the corvette *Razboinik*, arrived from Wladivostock on Sunday last and saluted the port. The gun-vessel *Mandjour* left Wladivostock on Saturday last, and is hourly expected here.

THE Japan *Official Gazette* of the 5th inst. publishes a report stating that the American barque *Cheesbrough* (Erickson, Master) was wrecked on the 30th ultimo in the sea off Shakimura, Nishitsugaru-gun, Awomoriken and that 19 out of a crew of 23 were drowned. The unfortunate vessel left Hakodate on the 28th ult. with 2,300 tons of sulphur for New York.

The *Japan Gazette* says :—The loss of the *Cheesbrough* has not, up to going to press, been confirmed by any of the local Insurance Offices. If the ship's total loss is confirmed we hear that our local Insurance Offices will suffer to the extent of $38,000. The absence of confirmation does not, to our mind, point to a non-occurrence of the sad disaster, for it is to be remembered that the report is official and has appeared in the Government *Gazette*.

LAST night, says the *Singapore Free Press* of 2nd inst., an accident which might have proved serious but fortunately turned out to be without any evil result, happened to H. H. Rajah Brooke, while about to leave the mess-house of the 58th Regiment. While engaged in conversation the Rajah inadvertently missed his footing and fell down the stair. Contrary to expectation H. H. picked himself up at once, and declared that he was not at all hurt. It looked, however, a severe fall, and escape without injury seemed almost impossible.

THE s. s. *Fooksang* arrived at Amoy on the 1st inst. and brought the shipwrecked crew of a native junk, consisting of 16 men. The junk from which the men were rescued was bound from Keelung to Hung-Wha near Foochow, and was sighted about 8 miles East from Namoi Island. She was dismasted, rudderless, her anchors lost, and fast drifting towards the rocks. Captain Hogg of the s.s. *Fooksang* sent out his largest life-boat in charge of the second mate with a crew of ten men, and though at the time it was blowing a heavy North East gale, which seemed to make it a hopeless task to reach the junk, his humanity was rewarded by the lives of the whole shipwrecked crew being saved.—*Amoy Gazette.*

IT will be remembered that after the sinking of the *Chinaman* by the *Craiglands* in 1881, the Chief Engineer of the latter vessel died of cold and exposure in a boat and was temporarily buried on Elliot Island. This island only contains a few inhabitants and they were very kind to the crew of the boat in which Mr. Burton, the Chief Engineer, was, and took them to their homes, lent them dry clothing and gave them food. In consequence of this humane treatment they were rewarded with $100 and a letter of thanks from the British Government. Recently some foreigners visited Elliot Island, being driven there by stress of weather. They found a large junk wrecked and ascertained that three of the crew who had remained on board had died, the others having been picked up by the *Fushun*. The natives boarded the junk when the weather moderated, and finding the bodies, took them ashore and buried them, making coffins out of wood from the junk. When the foreigners arrived, the natives told them what they had done, and on being asked what expense had been incurred, asked for $3, which were willingly given them. The headman showed with evident pride the letter he received at the time the $100 were sent to his village.—*N.-C. Daily News.*

THE O. & O. steamer *Belgic* seems to have had a very pleasant passage across the Pacific. An enthusiastic passenger writes a glowing account of it to the *Japan Gazette* from which we take the following extracts:—Commander Walker, in order to ensure a pleasant voyage for his 90 guests, set the ship's head on a south-westerly course until the 31st parallel of latitude was reached, and the genial climate secured by this track was warmly appreciated by all on board and hearty were the acknowledgments of the Commander's kindness and forethought. The passengers on this red letter voyage were fortunate in another circumstance—Mr. Magee, so well known in San Francisco, began permanently his duties as Purser of the *Belgic* and it falls far short of what might be stated to say that Mr Magee won golden opinions from all the passengers by his genial manners and by his untiring efforts to make the voyage a pleasant one for everybody. On Friday, the 1st November, part of the *Belgic*'s spacious upper deck was closed in with canvas, flags and bunting, and made into a gay and comfortable ball-room. The room was made bright with electric lights and other lamps and the piano, by the kind courtesy of Capt. Walker, was brought on deck from the saloon to serve as orchestra. Some ladies of the Captain's table agreeably surprised their fellow passengers by appearing at table that evening in fancy costumes improvised for the occasion—Mrs Kimball, in the character of Columbia, was draped in a robe cleverly made up of the American flag; Miss Arnold, the daughter of Sir Edwin Arnold (one of the passengers) the gifted author of the 'Light of Asia,' and Miss Mary Smithers looked well as 'dames poudrées' of the 17th century, and Miss Smithers appeared as a Spanish Donna; Miss Ida Smithers as a lady of Japan looked quite natural and at her ease.

THE IMPORTUNATE WIDOW'S REWARD.—The *Singapore Free Press* says:—'We are pleased to announce that the second instalment of the heavy armament for the defence of the coaling station at New Harbour arrived this morning per s.s. *Pembrokeshire* from London. These consist of the remaining three 92 inch B. L. guns of 23 tons each, with the necessary carriages of 6 tons, and slides of 5 tons 17 cwt. The two already arrived are now mounted and ready, that work having been carried on for the past couple of months or so by a strong detachment of R. A. under Capt. Carden. It was stated by the Secretary of War that he hoped that the couple of 10-inch guns yet to come might be out by the close of this year. We have already given our reasons for thinking that this hope will perhaps not be realised. But when the guns we now have on the spot are all in their allotted places, which will probably be within three months from now, the position of Singapore will be one of no small strength, and no longer inadequate to the importance of the rank it holds among the strong places of the Empire. It is highly satisfactory that within a comparatively short time the necessities of this Colony have been fairly attended to. This end has not been gained without the expenditure of some trouble, but persistence and pressure, applied where it would be most felt, have had their effect. At the same time we cannot withhold from the Home authorities the credit due to their effort to fulfil, in the midst of many conflicting claims of great importance, the engagement to which they were bound with reference to the supply of armament to Singapore. We feel impelled to say that we were prepared under the circumstances to allow for even a greater lapse of time than has occurred in sending out the main portion of our guns. Singapore is now in very great measure, deprived of what has been the gigantic standing grievance under which she has laboured for years. Political exigencies may rouse 'alarms,' taken in the obviously literal sense, but the day when it was possible to talk of 'scares' is, for Singapore, entirely gone by. Our sense of helplessness in the face of possible international complications has happily vanished, and the means of local defence is now not notoriously unequal to any reasonable strain that may be thrown upon it. The question that will next naturally call for attention will be the strength of the garrison available for the manning of our defensive works, and for the service of the guns. This is naturally linked with the prospect of an increased military contribution and our Legislative Council will do well to see that, in any proposals of increase, there is an equitable return in the expansion of the garrison up to at least the lowest needful limit.'

THE CHINA MAIL.

Dr. Li Tsun-fan will be remembered as being one of Dr. Myers' pupils, who passed such a good examination here. He is now resident surgeon on the Loongood Estate of the Labuk Planting Co., Limited, in North Borneo, his fellow-students being both in the same colony, the Chinese Government with its usual carelessness having thus lost their services altogether. Dr. Li writes a pleasant letter to his instructor Dr Myers, of which a copy has been courteously sent us. He has a small hospital containing thirty beds under his charge, the principal diseases being those always incidental to the jungle, malarial fevers, dysentery, and chronic *beri-beri*. We can realise the difficulties under which the foreign planters are conducting the development of North Borneo, when we read Dr Li's plaintive remark, 'I regret to tell you that both climate and inhabitants are worse than Takow!'—*N.-C. Daily News.*

EXPLOSION ON BOARD THE *KAISAR-I-HIND.*

About 6.30 this morning the throttle valve chest of the P. & O. mail steamer *Kaisar-i-Hind* burst. Two Indian firemen who were cleaning the top of the engines were scalded by the escape of steam, one being rather severely injured. Both men were taken to the Civil Hospital. The *Kaisar* was to have left this morning for Shanghai; but the accident will delay the vessel for three or four days, as a new chest will have to be made and fitted in. No other damage was done on board by the explosion. The *Verona* will take the mail to Shanghai on her way to Japan, leaving to-morrow afternoon.

THE LOSS OF THE *HATTIE E. TAPLEY.*

COURT OF INQUIRY.

A Marine Court assembled at the Harbour Office to-day to inquire into the circumstances connected with the loss of the British barque *Hattie E. Tapley*. The members of the Court were:—Commander R. Murray Rumsey, R.N., Stipendiary Magistrate; Lieut. Mills, R.N.; Captain F. H. Speck, steamer *Verona*; and Captain J. Hughes, steamer *Whampoa*.

Robert S. Malcolm said—I hold a certificate of competency as master, No. 82,860, issued at Glasgow, dated March 1870. I was on the articles of the *Hattie E. Tapley* as chief mate. The captain took sick in Sandakan, and after the ship had been lying there four weeks loaded I believe pressure was brought to bear on him to send the ship away. He settled the ship's affairs and sent her off in my charge as acting master. We left on the morning of 2nd October. The crew consisted of 17 all told. The *Hattie E. Tapley* is a barque of 927 tons. We had light and variable winds and fine weather up till 29th October. Then we encountered a heavy N.E. gale, which caused the ship to strain and make much water. The gale continued the next day. We had to work the pumps all the previous night. About 2 p.m. on the 30th we found the starboard pumps choked. Next morning at 8 o'clock we made the land near Hongkong, bearing N. by E. At 1 p.m. we were up to the Tai-tam-yi channel. The wind was at that time N.E., force 4. The ship was steering by the wind under all plain sail. We tacked to Eastward to fetch the channel, but could not do so. As the ship was still making water, after consultation with the mate I ran her in to smooth water to the leeward of Pak-tsin Island. We got in there at six p.m. About eight p.m. we got the pumps to suck and stood to the Northward for the night, tacking to Southward till 4 a.m. All day on the 1st Nov. we made short tacks between the islands. The ship was under plain sail. About 7 p.m. the weather got very dirty and it commenced to blow from the N.E. At 8 p.m. it was blowing very strong and we were under lower topsails, foresail, spanker, and fore-topmast staysail, heading E.S.E. At that time the southernmost point of Greuze Island bore E. by compass, and the Northernmost Island of the Shamun Group bore S.W. by W. The ship was then going about three knots through the water. The wind gradually fell till at nine it was very nearly calm. At that time I went below to consult the directory. About ten the mate told me he thought we were coming down too close to the islands. I went on deck and found the ship heading E. I immediately set the mainsail jib and maintop staysail. There being a little breeze the ship commenced to draw ahead. I took cross bearings, but I can hardly remember them as I did not take any note of them at the time. I have jotted them down as nearly as I can remember:—Greuze Island S.W. by S., and the Southern point of the island the ship now lies upon S.S.E. After that the ship drew ahead for about half-an-hour, and then seemed to be drifting bodily down on the land. All hands were called on deck and all sail made. The breeze freshened a little and she just cleared Greuze Island and afterwards cleared the rocks that lie to the S.E. As she cleared the rocks the wind suddenly headed us, and seeing there was no hope of clearing the land I let down the anchor. She swung round and in doing so struck aft, smashing her rudder. She then dragged her anchor and went broadside on to the land with her head to the N.W. There was a heavy swell on at the time and the ship was bumping heavily and rolling to seaward every time she struck. I ordered the boats to be lowered and also sent the carpenter to cut away the mizzenmast, but it could not be done. We got on the island about midnight and proceeded to a small village there. The headmen of the island advised me to go and keep the ship in sight. I went back and found her slowly forging ahead, the rock that had been by her mizzenmast being astern of her. We tried to board in the boats next morning, but could not do so owing to the surf. That afternoon however some of the men got on board and saved their effects. Next morning (3rd inst.) some of the crew again boarded her, and I did so myself that afternoon. The same day the carpenter went on board and cut away her mainmast, mizzenmast and foretop. On the same day the *Pilot Fish* reached us and took us to Hongkong. I visited the wreck on the 5th and found she was pretty much in the same position. She has since been sold by auction for the benefit of all concerned. The cargo consisted of Billian timber and firewood. I don't know whether the ship is insured or not. The cargo was insured, but I don't know whether the freight was insured or not. She was chartered by the China Borneo Co. Limited. The Captain transacted all the ship's business in Sandakan before she left. The Captain is now in hospital in Hongkong and is very seriously ill. I was not placed on the register of the ship, as the proper authority was not at Sandakan at the time. The ship is owned by Mr Findlay of Sydney. I was the only certificated officer on board. When we got inside in smooth water the ship was making between four and six inches of water an hour. When we left Sandakan she was making about 1 inch an hour. We kept the steam-pump going all the time after we got it to suck. The watches were in charge of myself and the boatswain; the carpenter was in my watch. The boatswain was acting as mate. Henry Goldsmith is the boatswain. He is an Australian. During the 1st Nov., when we were making short tacks, all hands were on deck all day. I had the first watch, 8 to 12, on the night of the 31st. At 9 o'clock on the 31st, when the wind fell, I thought the ship was perfectly safe, and we were all exhausted; that was the reason why we did not make sail then. When I went on deck at ten o'clock we were about a mile from the shore. I had been below for about an hour consulting Finlay's Indian Archipelago and the China Sea Directory. I attribute the drifting of the ship down on the land to the current.

By Lieut. Mills:—After passing Paktsin the speed of the vessel was about two knots. The average speed was about two knots from that time till 4 next morning. The wind was N. N. E and N. E. When the mate called me on deck I did not find fault for not having been called sooner.

John Johnson said—I am carpenter on the *Hattie E. Tapley*. I remember the night of the 1st November. I was on deck between 8 and 12. It was my watch. The captain went below a little after nine o'clock. When he went below he gave me the order that if we came too close to the islands I was to call him. When he went below there was land abaft the lee beam. There was no land close to us on the port side. There was a big island about five or six miles distant on the port side. The ship was heading E. and going about 2 knots. After the captain went below there was no change in the wind or weather. The ship kept on heading up to E. and going through the water about 2 knots. She was not making much leeway, about a point. At ten o'clock I called the captain because we were getting a little closer in to the islands; we were within four or five miles off from the islands. When the captain came on deck he went to the wheel and about a quarter or half an hour afterwards we commenced to make sail, all hands being called on deck. After we made sail the vessel made about three or four knots. She headed from E. to S. and then E. S. E. We tried to clear the point, but could not do it, and so we let go the anchor. I did not look at the compass at the time, but I am sure she was going E. S. E. The anchor was let go about half an hour after we had made sail. She swung round head to wind and struck her stern on the rock, smashing her rudder, and then went broadside on to the land.

By Lieut. Mills:—I had never kept watch alone before in this ship. I have had charge of a watch on other ships. Sail was taken in at 7 o'clock in the evening. When I went on deck at 8 o'clock the land was not distinct on the weather bow. We could see the loom of it. She did not drift much till about ten, and then she drifted rapidly. The captain was lying on his chair when I called him. He was quite sober.

By the Court:—Some 15 fathom of chain went out first when we let go the anchor, and then we paid about 20. The main sail was set by the watch as the captain came on deck. They also set the jib and maintopmast staysail. Then, when all hands came on deck, they set the main-top-gallant-sail.

Henry Goldsmith said—I was boatswain of the *Hattie E. Tapley* acting as first mate. I have no certificate. I was not on deck all the time between 8 and 12 on the night of the 1st. The last time I was on deck, before I was called was at half-past eight. At a quarter to eight o'clock the ship was under all plain sail, heading E.S.E., and going about six knots. The wind had been freshening for some time before that. At a quarter to eight, we shortened sail. At eight o'clock we were about 2½ miles off Ling Ting Island. I saw what I took to be Green Island light about seven o'clock. I did not report to the Captain that I saw it. I think he was on the poop deck at the time lying down in a chair. I can't say I saw D'Aguilar light. After sail was shortened I should say the vessel would have been making a course, but I went below a few minutes afterwards and had no opportunity to form an opinion. Her course was E.S.E. It was about eleven o'clock when I was called on deck. At that time there was one island on the lee beam which the ship was trying to weather. The wind was heading all the time. We weathered that island, and then we saw another one which the ship was drifting down on. The anchor was let go then. I let go the anchor. I don't remember whether I did so of my own accord or by the Captain's order. It was quite impossible to clear the rocks.

By Lieut. Mills:—The Captain consulted me about bringing the ship inside the islands. I studied the chart and knew something of what the islands were like. The Captain gave his orders after the ship struck in a cool and collected manner. It would have taken at least a quarter of an hour to take the ship off six points. I could not trust the ship to go to windward of anything. She was a very bad sailer.

The Court, after deliberation, delivered the following finding:—

We find that the British barque *Hattie E. Tapley*, Official Number 83,663, left Sandakan, North Borneo, on 2nd October, on a voyage to Hongkong with a cargo of Billian timber and firewood.

That Robert S. Malcolm, whose certificate of competency as Master is No. 82,860, of Glasgow, was acting master in the absence of the legal master who was sick in Hospital.

That on the night of 1st November, while working up towards Hongkong, the ship struck on the N.E. extremity of Chek Wan in the Shamun Group, where she was eventually abandoned.

Having heard and carefully considered the evidence before the Court, we are of opinion that the ship was not properly manned, seeing that there was no certificated officer on board besides the acting master; and that she was not supplied with adequate sailing directions. We are further of opinion that the loss of the ship was brought about through a grave error of judgment on the part of the acting master in attempting to pass to windward of the Shamun Group with a light wind and a ship which he knew to be a poor sailer; further, after having made up his mind to adopt this course, in not having all possible sail on the ship, and above all in not having remained on deck himself.

It appears that when the casualty was inevitable he did all in his power to avert it; and taking all the circumstances into consideration we do not consider it necessary to deal with his certificate, which is therefore returned to him.

Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—Watson & Co., (Limited), agents in Hongkong and China.

NEWS BY THE AMERICAN MAIL.

The O. and O. steamer *Belgic* arrived this morning with the American Mail of 17th inst, after a quick run of 5 days 2 hours from Yokohama. We take the following telegrams from our exchanges:—

THE DYNAMITE GUN.

Berlin, October 16th.—Zalinski returned this morning from a tour of inspection made by permission of the German Government to Kiel, Wilhelm, Shafer and Essen. Concerning the *Herald's* report of the performance of his gun he says: 'While fifteen torpedoes were fired in seventeen and a half minutes, less than the time called for by our contracts, if the *Vesuvius* had had a well trained crew, which, being out of commission, she had not, then fifteen rounds could have been fired in five minutes. If guns of heavier caliber had been used 16,500 pounds of charges could have been fired instead of 8000, as the more rapidly the gun is fired the cooler it gets.

'While our contract with the Government calls for our throwing 200-pound charges one mile every two minutes, which we accomplished, we can throw a 500-pound charge that distance, a 200-pound charge 3000 yards from a gun on land, and 100-pound charges 4000 yards from a vessel, or three miles from a shore battery. The pneumatic gun will compel change in the construction of the hull below the water in vessels of war so as to meet and resist the powerful torpedo action this gun brings into play.'

A STEAMER ASHORE.

London, Oct. 16.—The steamer *Malta* of the Cunard Company, with eighteen passengers, on a pleasure trip to Italy, went ashore at St. Just, near Land's End, during a fog, and will probably be a total wreck. All on board were landed safely, except one stoker, who was drowned.

THE FATE OF A TRAVELER.

London, October 16.—It is believed that Monks, the African traveler, has been killed by his men on the Zambesi river. This information comes from Bishop Bruce of the Orange Free State.

ANARCHISTS EXPELLED.

Berne, October 6th.—The German anarchists Kempt of Wurtemberg, Schmid of Baden and Pueschel of Hamburg, have been expelled from Switzerland.

LIFE IMPRISONMENT.

Paris, October 16th.—Sergeant Nogues has been sentenced to imprisonment for life for offering to sell a Lebel cartridge to Count Von Moltke.

A CANADIAN LINE—THE ANDERSONS UNABLE TO SUPPLY STEAMERS.

Ottawa (Ont.), Oct. 14th.—The Dominion Government has received a cablegram from the Messrs Anderson of London confirming the statement that they had found themselves unable to fulfil the contract they provisionally entered into with the Government of Canada to place a fleet of fast ocean steamships, averaging eighteen knots per hour, on the route between Canada and England. No reason is assigned, the Andersons stating that a full explanation has been forwarded by mail.

Parliament, at its last session, voted $500,000 to be given annually as a subsidy toward the establishment of a fast line service to run in connection with the Canadian Pacific, which the Andersons were to receive for their weekly service.

In official circles it is stated that the Canadian Pacific will now take the matter up on its own account and place a fleet of ocean greyhounds on the Atlantic to run in connection with its own road and the Pacific ocean steamers plying between British Columbia and China.

ROGUES TRAPPED—BLACKMAILERS CAUGHT IN LONDON.

London, October 15.—Claude Marks and Sidney Woolfe, joint proprietors of the *Mining Record*, and Mr Marix of the *Financial Times*, were arrested to-day in this city and lodged in the police station on the charge 'that they unlawfully threatened to print and publish a certain false libel concerning James Potter Abbett and Marcus Bebro, with intent thereby to extort money from them.'

The first named is a brother of Harry Marks of *Financial News* fame. The way it all came about was that the *Mining Record* on Friday last published a leading article headed 'Bebro's Latest Love.' It was an article dealing with the formation of the Crystal Reef Gold Mining Company, Limited, and the supposed part taken in it by Marcus Bebro.

On Friday last Marix suggested that he could prevent further articles, which he alleged were already written, from appearing in the *Mining Record*, on payment of a sum of money. On Saturday some further remarks were published and another attempt was made by Marix to arrange for the payment of a large sum of money in order to stop further articles, which were threatened. The sum of money mentioned was £500.

The company were not fools enough to pay the money at once. Forrest Fulton, member of Parliament, was consulted, with the result that Marks, Woolfe and Marix were led to believe that the money would be paid, and this afternoon a warrant was applied for by Forrest Fulton on behalf of the directors of the Crystal Reef Gold Mining Company and obtained.

It was a nice, preconcerted plan. Bebro arranged to see Claude Marks, who told him that if £500 were brought to him in gold and not in notes he would square it and nothing should appear. Bebro wanted to take a solicitor to the company with him, but Marks said: 'No, we must see you alone, and it must be with closed doors, and we must have it all in sovereigns, and if Jesus Christ himself went we would not take the money in any other way.'

Bebro, after a long conversation, arranged to take £300 to-day at 3.43 p.m. and the remaining £200 to-morrow. He went with £300, according to the arrangement, and met Marks and Woolfe. The meeting was apparently a very friendly one, until the advent of the detectives.

The 300 sovereigns were placed upon the table, and Marks and Woolfe had counted over 200 of them, and were in the act of counting the third hundred when four detectives and two policemen entered and arrested them. The prisoners will be brought up at the Police Court to-day. The greatest excitement prevails in city circles.

London, October 16.—The *Financial News* men, who were arrested for blackmail yesterday, have been arraigned and formally charged. Sir Charles Russell has been hired as special attorney for the prosecution. The *Herald* has been forbidden by Court from printing any more concerning the case, but it will print a full page to-morrow morning and abide the consequences.

ITALY AND THE POPE—THE GOVERNMENT WILL STAND FIRM IN ITS POSITION.

Rome, October 15.—At a banquet given to Prime Minister Crispi at Palermo last night he made a lengthy speech, in which he declared that it was necessary to combat all persons, high or low, seeking to undermine the political edifice of Italy. The temporal power of the Pope, although it had existed for centuries, had been only a transition period. Rome existed before it and could continue to exist without it. Complaints or threats, either from home or abroad, would have no effect. He declared unassailable the utterance of King Humbert that Rome forms an integral part of Italy, just as law forms a part of the modern world. After asserting that the Pope possessed perfect religious liberty, and was only restricted, and less harshly than in other Catholic States, from encroaching upon the sphere of reason, Crispi exclaimed 'Let the church, now free, end or to frighten Prometheus with the thunderbolts of her anger, as this is to fight in the cause of reason.'

THE PANAMA CANAL.

Paris, October 16th.—At the drawing of prizes in the Panama Canal lottery to-day, M. Brunet announced that he was anxious to find a company to buy the plant and complete the canal. With that object in view a commission is going in December to Panama to make the necessary inquiries and obtain a renewal of the contract.

A NOTABLE DEATH.

London, October 15th.—Sir Daniel Gooch, Bart., M.P., is dead. He studied the profession of an engineer under Robert Stephenson and in the large iron works of Stephenson. He was one of the original shareholders of the *Great Eastern*. He was also one of the purchasers when the vessel was sold for £25,000, with a view to employ her in laying the Atlantic cable. He was made a baronet after the laying of the Atlantic cable in 1866.

THE CZAR RETURNING HOME.

Berlin, Oct. 15th.—After a day's hunt at Ludwigslust the Czar and party left this evening *en route* for Russia, returning by way of Berlin and Dantzic. The Czar repeatedly expressed gratification with his reception in Germany.

A GALA DINNER GIVEN TO THE PRINCESS SOPHIA.

Berlin, October 14th.—A gala dinner was given to-night at the castle in honor of Princess Sophia, who leaves on Saturday. She sat between the Empresses Frederick and Augusta Victoria. She was dressed in black and without ornaments, but her gown was cut decollete. Her daughters, especially the Princess Sophia, looked charming in white. On the right of Empress Frederick was the hereditary prince of Saxe-Altenberg, on the left of the Empress sat Prince Frederick Leopold. Prince Bismarck was not there, but Count Herbert was and so was Count Waldersee, who sat between General Taupape and Minister Von Boetticher.

The dinner was one of 160 covers. Afterward there was a grand reception at the palace. Minister Phelps was among the guests and was presented to the Empress by the Court Marshal, Count Eulenburg.

Princess Sophia's wedding gifts will not be exhibited here, but at Athens. The principal present is a magnificent parure of turquoises and diamonds, consisting of stomacher, earrings, and necklace and bracelets, which is the joint gift of the Emperor and the Empress, the Queen and the Prince of Wales.

This evening's official papers publish the trousseau of the Princess, comprising thirty dresses, mostly furnished by Berlin tradesmen. The bridal dress is of white satin embroidered with silver and trimmed with Venetian point lace. Another dress for dinner is of white crape de Chine trimmed with embroidery, with a train of gold brocade and a jabot of ostrich feathers.

One of the ball dresses is cut Pompadour, with salmon-colored silk facings and trimmed with lace. Another is of rose-colored crepe de Chine, with the bodice cut square. A dinner dress of blue damask is covered down the front with blue silk, all exquisitely embroidered with flowers. A tea gown of white silk, embroidered in white heather, challenges attention.

Hats to accompany certain dresses are a white one trimmed with gold, another white one trimmed with velvet flowers, and a marvel in black trimmed with jet.

SERVIANS GETTING TIRED.

Vienna, October 14th.—The sudden shift of diplomatic opinion presages a non-interfering policy in Servia, which, it is expected, will soon kick out the present divorce-court dynasty and take up the pretender, Peter Karageorgewitch. The views emanating from Count Kalnoky's circle not long ago showed his purpose to support the Obranovich house against possible revolution with the Austrian arms. Now the same mouthpiece, circulating in high places, says Austria's wisest course would be to preserve a neutral front, as the entrance of Austrian troops into Belgrade would be a signal for Russian advance on Bulgaria, should Servia be put to further mortification by the conduct of the royal family.

An agent of one of the Balkan States said to your correspondent to-day that both Natalie and her precious son will be taken across the river and left there. The country won't stand the present goings-on more than a fortnight.

The restoration of Karageorgewitch and the adoption of a new Constitution might be brought about with a little disturbance as must attend any attempt at the legislation of Milan's family into peacefulness, as the clause under which he maintains control of the young King can only be annulled by a constitutional congress.

AN EARL IN TROUBLE—HE IS ACCUSED OF AN ASSAULT ON A SMALL CHILD.

Edinburgh, October 14th.—The Earl of Galloway was arraigned this morning at Dumfries on a charge of having made an indecent assault upon a child. The court was crowded with the leading people of the community. The little girl gave her testimony in regard to the nature of the Earl's offense, and her testimony was corroborated by other witnesses.

A statement prepared by the defendant was then read, in which an explanation was made that no intentional offense was committed. In helping the child off a wall his hand had accidentally come into improper contact with her person.

The guilt of the accused seemed so clearly established that those present in the courtroom, many of whom were friends and relatives of the little girl, whom the aged nobleman was charged with abusing, took no pains to conceal their disgust with the verdict of acquittal which was rendered. The announcement of the verdict was the signal of loud expressions of disapproval from the benches where the spectators were seated, and the frowns and threats of the presiding Judge were of no avail to suppress the cries of 'Shame!' 'Shame!' uttered by dozens of indignant persons.

In London the news of the verdict was received with great indignation among the common people, and it was pointed out that had the accused been anything but a great nobleman the evidence brought out would have been sufficient to convict him a dozen times over.

JOHN MADISON MORTON.

London, October 14th.—John Madison Morton, author of 'Box and Cox,' and numerous other plays, is lying dangerously ill in Sutton's Hospital, which is attached to the Charter House. He is suffering from paralytic symptoms.

SAMOA'S RULER.

Auckland, Oct. 14th.—Dispatches from Samoa say a public meeting was held there for the election of a King. All the foreign representatives attended.

Malietoa made an address, in which he praised Mataafa and advised the people to elect him their King. As for himself, he was content to be vice-King. It is understood that Germany will refuse to recognize Mataafa.

JOSEPH CHAMBERLAIN.

London, October 14th.—Next month Joseph Chamberlain will start upon a prolonged holiday, which will be spent on the Continent and in Africa. He intends to go first to Venice, and thence he will cross to Egypt. He intends to extend his trip up the Nile as far as the first cataract.

A MINING SUIT.

Paris, Oct. 14th.—The Rio Tinto Mining Company has brought an action against the Societe des Metaux for damages for the nonfulfilment of a contract. It asks that a deposit of $500,000 be made pending the settlement of the suit.

AN EARTHQUAKE IN ITALY.

Venice, October 14th.—An earthquake was experienced in this region to-day. Several houses in the village near by were destroyed.

STRIKE AT ANTWERP.

Antwerp, October 14th.—The Antwerp engineers and strokers of the transatlantic steamers here have gone on a strike.

A TRUST SUSTAINED.

London, October 14th.—The Court of Appeals has decided the steamship combination or trust legal.

STANLEY'S MARCH—FIASCO OF STEVENS' TRIP TO EAST AFRICA.

Zanzibar, October 14th.—Thomas Stevens, the bicyclist, who after making a tour of the world on his wheel, was sent to Africa to 'discover Stanley,' has returned here and has failed to find any trace whatever of Stanley. His mission is a complete fiasco. A man who was employed by the Church Mission Society, who left the southern end of Lake Victoria Nyanza on March 30th, has arrived here, and is positive that Stanley has not been anywhere in that quarter. The Church Mission believe this man's information to be completely trustworthy.

The impression here is that Stanley feels that he has done enough for glory and that this time he proposes to avail himself of the large boodle of ivory that exists in Central Africa. When he does come he will appear with enough ivory boodle to support him during the rest of his life.

JAMES PRESCOTT JOULE'S CAREER CLOSED AT LONDON.

London, October 14th.—James Prescott Joule, the distinguished scientist, is dead.

James Prescott Joule was born at Salford December 24, 1818, and gained a reputation as the discoverer of the laws of the evolution of heat and of the induction of magnetism by electrical currents and also of the mechanical equivalent of heat. When thirty-two years old he was presented by the Royal Society with the royal medal, to which twenty years later was added the Copley medal. Other medals and numerous honorary degrees were conferred upon him by scientific societies in various parts of Europe, of which he was either an active or honorary member.

RESCUE OF A BIG ATLANTIC STEAMER.

New York, October 14th.—The Hamburg-American steamships *Gellert* and *Italia*, which were reported by the *Saale* as on their way to this port, the *Italia* in tow of the *Gellert*, arrived this afternoon. They had performed a remarkably difficult feat in very good time.

According to the report of the *Italia's* captain the propeller shaft of that vessel broke October 7th, in consequence of a heavy sea. The fracture of the shaft was a simple one and did not damage the steamer's hull in the least.

The *Gellert* came along and offered to tow the *Italia* into port. The *Gellert* was 1440 feet from the *Italia* when the procession took up its journey toward New York.

The weather was fairly good on the first day and everything went smoothly, the two vessels making about nine knots an hour, the *Italia* working her engines slightly.

The next day, however, a fierce north-westerly gale arose and kicked up a very heavy sea. The strain on the hawsers was tremendous as the vessel laboured with the waves. Next day the weather moderated and no further difficulty was met with, though the weather again became bad as the steamers approached the coast.

At last, after a tow of 750 miles, the *Italia* was brought into Quarantine and anchored there. Later she was towed up North river and anchored off Fifty-ninth street.

A COSTLY BLAZE. THE BROOKLYN TABERNACLE BURNED.

New York, October 13th.—At 3.10 o'clock this morning a bright light was seen at Brooklyn, and it was soon discovered that De Witt Talmage's Tabernacle was on fire. How the fire originated is not known.

The entire Fire Department was called out, but the flames had such headway they could not be stopped. The building is expected to be a total loss.

The Brooklyn Tabernacle was the largest Protestant Church in America. When Talmage first came to Brooklyn in 1869 he preached in a small church, but this was soon found too small, and the next year a tabernacle of sheet iron was built by the congregation for the better accommodation of the large audiences which assembled to hear Dr Talmage. He spent most of the time in which the building was being erected in a trip to Europe and back. The Tabernacle was opened by the pastor three months after its building had begun. All seats were free. In December, 1872, it was consumed by fire, and the congregation assembled in the Academy of Music until February, 1874, when the new tabernacle was opened.

This was something more than a mile east of Fulton Ferry, quite aside from fashionable, or even thrifty neighbourhoods, and was well nigh buried among the surrounding blocks, and it was without tower, spire and bell, while the roof scarcely rises above the neighbouring houses. There was an oldtime church belfry of unpretentious fashion adjoining on the west, but it marks the old place of worship which years ago was converted into a sort of ecclesiastical tender for the ease and convenience of the great Tabernacle.

The Tabernacle was semi-circular in form, the seats so arranged that all could see and hear the minister, who preached from a platform simply furnished, without desk. A huge organ behind the speaker; and the use of the cornet to lead the singing, indicated one of Dr Talmage's wide departures from Presbyterian precedent.

There were seats for 6,000 persons, and each of these sittings cost $30.

GERMANY INSULTED. THE ACTION OF ADMIRAL HENEAGE CONDEMNED.

Ottawa (Ont), October 11th.—The Dominion Government, after fully investigating the recent insult offered by Admiral Heneage in forcibly towing a German ship from her anchorage in the harbor of Esquimault, has to-day communicated the result to the British Government, censuring Admiral Heneage as having grossly exceeded his duty and being guilty of a grave misdemeanor, which calls for reproof.

The Minister of Marine reports that the Admiral had no jurisdiction whatever over the port of Esquimault, and that the German ship had a right to anchor wherever her captain saw fit. It is believed in official circles here that Admiral Heneage will immediately be recalled from the command of the Pacific squadron, and that the British authorities will at once order an apology to the German Government.

DEATH OF AN AGED PREACHER.

London, October 11th.—The death is announced of Rev. Owen Jones of the Welsh Calvinistic Methodist ministry, aged 84 years.

FRENCH TOPICS—PROPOSED CHANGES IN THE CHAMBER.

Paris, October 13th.—The Opportunist and moderate Republican journals of Paris have entered upon an active campaign against the system which obtained last session of dividing the left of the Chamber into various groups, such as the extreme left, the radical left and the union of the lefts, which, it is argued, are only so many coteries at variance with each other and detracting from the power of the Left as a whole. *L'Estafette*, Jules Ferry's organ, and Joseph Reinach in *La Republique Francaise*, are the leaders in this campaign, and Ribot has also spoken in its favor.

The effect expected from this suppression of various groups will be to weaken the action of the extreme parties of the Chamber. It is also stated that a fairly large number of Deputies of the Right will refuse to join any groups, and will remain independent members, even if, as is probable, a union of the Rights be again formed. These Deputies, being the more moderate members of their party, may be led to support a moderate Republican Cabinet. A number of radical Deputies, moreover, are disposed to tone down their demands, or at any rate defer them for the nonce and vote with the Cabinet, which would undertake a practical business programme.

The Radical party, for that matter, is much less formidable than it was last session, both in number and in authority. One of its chiefs who was noted for his bitter opposition to Ferry and his friends has lost his seat in the Chamber, and the personal influence of Clemenceau has received several severe blows. As for Floquet, it will be easy to make him harmless by electing him to the post of President of the Chamber, for which he is well qualified. The Opportunists will give him their votes rather than run the risk of having him for a Minister.

In this way a certain body of politicians, notably those most under the influence of Ferry and Rouvier, hope to weaken the Extreme Left and assure a majority for a Ministry composed of members of the Center, and guard it from such politicians as those which provoked so much trouble last session.

THE CLEVER FRENCH—HOW THEY DISTRIBUTED THE PRIZES AT THE EXPOSITION.

New York, October 13th.—William L. Page, a Sacramento newspaper man who has just returned from a trip abroad, thinks that the French are a wonderfully diplomatic people. 'The managers of the big show in Paris have certainly been diplomatic,' he said, 'in the matter of awarding premiums on exhibits. They have pleased every one with first prizes and have shown a wonderful amount of tact. They distributed medals galore.

'The American exhibit was considered a very small affair comparatively, yet many of the displays were awarded grand prizes. The adroit Frenchmen made very slight distinctions between exhibits for degrees of merit. Thus we find that all the typewriter machines received gold medals, as did all the firearm manufacturers, boot and shoe men, hatters, schools, etc. A school at Coldwater, Mich., received a gold medal, and other schools from big cities in the East and West received no higher awards, although they were greatly superior.'

GENERAL BOULANGER MAY BE SUMMONED TO CANADA.

Montreal, October 13th.—Last evening Mr Leboeuf, president of the Liberal Club of Canada, filed a complaint on behalf of Honore Beaugrand, ex-Mayor of Montreal and Commander of the Legion of Honor of France, against the conservative newspaper *La Minerve*, the organ of Sir John A. Macdonald and the Dominion Government, for libel. The damages asked for are $200,000. The paper claimed that Mr Beaugrand, who, besides being a member of the Legion of Honor, is a Knight Commander of the Tunisian Order of Nicham, the honor having been conferred upon him by the Bey of Tunis, had no right to these decorations. The Chief Justice of the province, Sir A. A. Dorion, is to be asked to issue a peremptory order that General Boulanger, who was Minister of War when these decorations were granted, be required to come to Montreal to declare in the witness-box that the decorations are legitimate.

THE SHAH'S VISIT—ONE RESULT OF COMMERCIAL IMPORTANCE.

London, October 13th.—Now that the Shah of Persia has returned to his own kingdom, the London *Times*, thinking it reasonable to expect that there will be some general inquiry as to what has been the practical outcome of the visit, announces that, while the Shah's former visit, upon which many sanguine expectations were built, produced no tangible or beneficial results, the present visit will not prove similarly barren and disappointing. It has what it calls clear and irrefutable evidence of a concession granted by the Shah to Baron Julius de Reuter for the formation of a state bank under the style of the Imperial Bank of Persia.

The concession was signed as far back as January 30th last and by article 8 the bank must be formed within nine months of that date. All the preliminaries therefore which have engaged the attention of the British Foreign and India offices have been arranged, so that the bank may come into existence before the end of this month. It understands the necessary arrangements to be complete, and in a very little time the scheme will be floated under the most powerful and influential financial auspices in the city of London and the world.

Moreover, important and material details relating to the establishment of branches or agencies in British India and to the question as to how far the British Government can promote the laudable objects of this bank have received the careful consideration of the Government, and the practical working of the whole business has been properly adjusted.

THE CZAR LEAVES BERLIN—HE TAKES A FOND FAREWELL OF EMPEROR WILLIAM.

Berlin, October 13.—The Czar and his son drove to Charlottenburg this morning and placed wreaths of laurel and white roses upon the tomb of the late Emperor William. Emperor William arrived at the embassy at noon, when he and the Czar drove in state with imposing suites to the quarters of the Alexander regiment, where they were entertained at luncheon by the officers. At 2.30 p.m. both monarchs returned to the Russian embassy. Immediately afterwards Emperor William drove to the castle. The Czar followed him at 3.15 p.m. and bade farewell to the Empress. Thence he drove directly for the railway station. Here there was a brilliant assemblage.

In taking farewell the two monarchs repeatedly embraced each other. The train which carried the Czar started at 4.17 p.m. for Ludwigslust. The Czar was met there by the Grand Duke of Mecklenburg and family. All drove to the castle. The streets along the route were filled with people who greeted the Czar with enthusiastic acclamations.

A TURKISH FORCE REPULSED.

Athens, October 13.—It is reported that the Cretans repulsed a force of Turks advancing upon Sphakia. One Turkish officer and three soldiers were killed.

THE FRENCH TURF.

Paris, October 13.—The race for the Prix Gladiator was won to-day by *Tenebreuse*.

A NEW LINE FROM MACAO TO SALINA CRUZ!!!

New York, October 11.—The *Tribune* says: Subsidized steamship lines seem to be the present watchword of many countries. Hardly has it been stated that the new Zanzibar German line will receive a subsidy of $2,250,000 annually, when one is told of the Mexican-Macao-Portuguese line of Pacific steamers. The promoters of it have just left Lisbon, where they arranged everything with the owners of the Macao line and are now on their way to Mexico.

The steamers will start from a Chinese port, call at Macao, the Sandwich islands, San Francisco, and stop at Salina Cruz, in Mexico.

It will prove to be of great advantage to the Portuguese colony, which is a rival of Hongkong and Canton, and possesses, on account of its geographical situation, exceptional advantages. Formerly the passage through the port of Macao of Chinese coolies was forbidden; only the free emigration of laborers destined to Portuguese colonies was allowed. Another ordinance of December 19th, 1882, permitted the embarking at the port of Macao of all kinds of emigrants without reference to their nationality.

Under these circumstances the new line will help greatly and promote Chinese immigration, inasmuch as Mexico is now carrying on big works, undertaken some years ago, for which it needs cheap and abundant labor.

It is conceded that the projected steamship line will be practically supported by the Government of Mexico, since its vessels will be mainly employed for the carrying of Chinese emigrants.

RUSSIA'S RULER AGAIN IN DANGER—A BULLET FIRED AT HIM IN DENMARK.

Copenhagen, October 5th.—The Czar has twice been subjected to a scare within a week. Fortunately neither occasion had any serious sequel. While the Czar was hunting in the woods of Fredensburg, in company with the King and the Princess of the royal family, a bullet hissed past his head and entered a tree within a yard of the Czar.

It is still a mystery where it came from or who fired it. The bullet was picked out of the tree and was found to belong to a small rifle of a caliber unlike anything in the armory of the castle. Nobody was caught and nothing could be discovered concerning what certainly looked like a particularly bold attempt at assassination.

The second incident was rather ludicrous, except that the constant fear in which the Czar lives makes every occurrence of the kind a severe shock to his nerves. During service at the Greek church in this city while the Czar was kneeling in prayer, a great crash like the breaking of glass resounded from the Imperial pew.

The Czar started to his feet and intense alarm prevailed throughout the church. The first impression was that a dynamite bomb had been thrown at him and the congregation was in the wildest consternation for a few minutes.

The guards from the imperial yacht rushed to the Czar's seat, and there they found a large globe shattered to pieces. A portion of the chandelier had fallen while all heads were bowed, and the noise had caused all the confusion. As soon as the guards had retired service was quietly resumed.

Quotations.

Hongkong, November 12.

Opium	New Patna, cash, ..	530
,,	Old ,, cash,	522½
,,	New Benares, cash,	527½
,,	Old ,, cash,	—
,,	New Malwa, cash, ..	570
	Allowance, Taels...	64/72
	Old Malwa, cash, ..	580/590
	Allowance, Taels...	64/80
	Persian, Oily, cash	520/540
	Allowance, Taels...	16/48
	Persian, Paper tied,	530/550
	Allowance, Taels...	nil/48

Exchange.

Hongkong, November 12.

On London—	
Bank, Wire, ...	3/2⅜
,, On demand, ...	3/2½
,, 30 days' sight, ...	3/2⅝
,, 4 months' sight, ...	3/3
Credits, 4 ,, ...	3/3¼
Documentary, 4 months' sight	3/3⅜
On Paris—	
On demand, ...	4.05
Credits, 4 months' sight, ..	4.13
On Berlin—	
On demand, ...	3.27
On New York—	
On demand, ...	78½
Credits, 60 days' sight, ..	79¾
On Bombay—	
Wire, ...	228
On demand, ...	228½
On Calcutta—	
Wire, ...	228
On demand, ...	228½
On Shanghai—	
On demand, ...	72
30 days' sight, private,	73¼
Gold Leaf, 100 fine ...	—
Sovereigns, ...	$6.14

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M. ...	30.28
Do.	1 P.M. ...	30.20
Do.	4 P.M. ...	30.18
Thermometer—	9 A.M. ...	64
Do.	1 P.M. ...	65
Do.	4 P.M. ...	65
Do.	(Wet bulb) 9 A.M.	59
Do.	Do. 1 P.M.	61
Do.	Do. 4 P.M.	61
Do.	Maximum ...	65
Do.	Minimum over night	62

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	30.22
Temperature	64
Damp Bulb	54
Direction of Wind	N
Force	1
Weather	o
Rain-fall	—

Hongkong Observatory, Nov. 12, 1889.

POST OFFICE NOTICES.

MAILS will close:—

For YOKOHAMA and KOBE.—
Per *Dorset*, at 10.30 a.m., on Wednesday, the 13th inst.

For SHANGHAI.—
Per *Glenogle*, at 10.30 a.m., on Wednesday, the 13th inst.

For AMOY & SHANGHAI.—
Per *Ulysses*, at 3.30 p.m., on Wednesday, the 13th inst.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.—
Per *Verona*, at 4.30 p.m., on Wednesday, the 13th inst., instead of as previously notified.

For HAIPHONG.—
Per *Clara*, at 5 p.m., on Wednesday, the 13th inst.

For SWATOW, AMOY & FOOCHOW.
Per *Haitan*, at 5 p.m., on Wednesday, the 13th inst.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 13th November, 1889, at Noon, the Company's S.S. *OXUS*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th November, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, October 31, 1889. 2083

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *COROMANDEL*, Capt. J. REEVES, with Her Majesty's Mails, will be despatched from this for LONDON *via* BOMBAY and SUEZ CANAL, on WEDNESDAY, 20th November, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *via* Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, November 7, 1889. 2125

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd Instant, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco ... $225.00
To San Francisco and return, available for 6 months ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, November 6, 1889. 2120

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 24th day of November, 1889, at 10 a.m., the Company's Steamship *SACHSEN*, Capt. K. v. GOESSEL, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd November. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., *Agents.*

Hongkong, October 26, 1889. 2061

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., *Agents.*

Hongkong, July 15, 1887. 1340

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to Accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.

Hongkong, November 4, 1889. 2113

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

(To take effect from 1st November.)

WEEK DAYS.

6 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
(TIFFIN CAR at 12.45).
3 to 7.30 p.m. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SATURDAYS.

NIGHT TRAMS at 8.45 p.m., 9 p.m., 10.30 p.m. and 11 p.m.

SUNDAYS.

10.40 a.m.
12 (noon) to 2 p.m. every quarter of an hour.
3 to 7.30 p.m. every quarter of an hour.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets and sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.

MACEWEN, FRICKEL & Co., *General Managers.*

Hongkong, October 30, 1889. 2070

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, *Secretary.*

Hongkong, August 25, 1885. 1458

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS — AND — DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 742

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JAMES CANTLIE, *Hon. Sec. to the College.*

Hongkong, August 7, 1888. 1317

BALL PROGRAMMES FOR SALE.

IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET.

Vessels Advertised as Loading.

Destination	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call	Sachsen (s)	Norddeutscher Lloyd.	Nov. 24, at 10 a.m.
London and Hamburg	Glamorganshire (s)	Adamson, Bell & Co.	November 19.
London & Ports of Call	Coromandel (s)	P. & O. S. N. Co.	Nov. 20, at noon.
London, v. Suez Canal	Agamemnon (s)	Butterfield & Swire	November 20.
Manila, via Amoy	Nanzing (s)	Jardine, Matheson & Co	Nov. 14, at 3 p.m.
Marseilles, v. Saigon	Oxus (s)	Messageries Maritimes	Nov. 13, at noon.
N'saki, Kobé & Y'hama	Pembrokeshire (s)	Adamson, Bell & Co.	Nov. 13, at 4 p.m.
New York	Claymore (s)	Adamson, Bell & Co.	About Nov. 16.
New York	Sea Witch	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	China (s)	Pacific Mail S. S. Co.	Nov. 14, at 1 p.m.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	Nov. 23, at 1 p.m.
Shanghai, via Amoy	Ulysses (s)	Butterfield & Swire	Nov. 13, at 4 p.m.
Shanghai, N'saki, &c.	Verona (s)	P. & O. S. N. Co.	Nov. 18, at 5 p.m.
S'pore, Penang & C'tta	Japan (s)	D. Sassoon, Sons & Co.	Nov. 15, at noon.
S'tow, Amoy & F'chow	Haitan (s)	Douglas Lapraik & Co.	Nov. 14, daylight.
S'ney, M'bne & A'laide	Menmuir (s)	Russell & Co.	Nov. 20, at 4 p.m.
Yokohama and Kobé	Dorset (s)	Russell & Co.	Nov. 13, at noon.

SHARE LIST.—QUOTATIONS.—NOVEMBER 12, 1889.

Stocks	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	186, cash
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$130
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$72, buyers
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$150, nominal
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 350
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$23
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$103, ex div.
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 90
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$85
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$382½, buyers
Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$16
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$15, nom.
DOCKS.				
Hongkong & Whampoa Dock Co., Ld.	12,500	$ 125	all	64 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$105
Douglas Steamship Co., Limited	20,000	$ 50	all	$65 ex. div.
H., C. and M. Steamboat Co., Ld	80,000	$ 20	all	$41½, cash
Indo-China S. N. Company, Limited	60,000	£ 10	all	15 % dis., buyers
Steam Launch Company, Limited	2,000	$ 50	$ 30	nominal
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$210, cash
Luzon Sugar Company, Limited	7,000	$ 100	all	65, cash
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$95, new issue
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$105, cash
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$22
Peak Building Company,	......	......	$ 7	$10
Richmond Terrace Building Co.	......	......	$ 100	$200
Shanghai Land Company,	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited	12,500	$ 60	$ 40	$52, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	$ 50	$200 % prem.
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	—	$5½, buyers
Punjom & Sunghie Dua Samantan Mining Co.	60,000	$ 10	all	$22, cash
Selama Tin Mining Company, Limited	115000	$ 5	$ 2	$5, cash
	25,000	$ 5	$ 5	$7
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$500
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	$ 100	$ 50	$45 nom.
Darvel Bay Trading Company, Ld.	4,000	$ 25	$ 8	$10 nom.
East Borneo Planting Co., Limited.	4,000	$ 50	$ 40	$58 nom.
Labuk Planting Company, Limited.	5,000	$ 50	$ 10	$15 nom.
Songei Koyah Planting Co., Ld.	5,000	$ 50	$ 40	$58 nom.
H. G. Brown & Co., Limited	6,000	$ 50	all	$55, cash
The Lamag Planting Co., Limited	6,000	$ 50	$ 25	$40 nom.
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 25	5 % dis.
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	$210
Peak Hotel & Trading Co., Limited	4,000	$ 50	$ 15	$25
Borneo Hotel and Stores Co., Ld.	1,000	$ 50	$ 30	$32 nom., ex div.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 10	all	$22, cash, ex div.
Cruickshank & Co., Limited	1,600	$ 50	all	par, buyers
LIGHTING.				
HK. and China Gas Co., Limited,	5,100	£ 10	all	$13½, sellers
New Shares	1,900	£ 10	£ 7.10	
Hongkong Electric Co., Limited	30,000	$ 10	$ 2	$5, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	$ 25	$25
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$13
GENERAL AGENTS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25
Hongkong Bakery Company, Ld.	600	$ 50	all	$80, nominal
Hongkong Dairy Farm Co.	3,000	$ 10	all	$16
Hongkong Ice Company, Limited	5,000	$ 25	all	$110
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$110
Marinburk Furniture Co., Ld.	3,000	$ 25	$ 6	$7

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1881	$1,394,700.14	$500	8 % p. annum	3 % prem., nominal.
" " 1881	$1,594,700.14	$500	8 " "	5 % prem. "
" " 1888	Tls. 767,200	Tls. 250	7 " "	14 % prem. "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$501

Intimations.

THE CHINESE MAIL

(Wah Tsz Yat Po.)

THIS paper is now issued every day. The subscription is fixed at *Five Dollars* per annum delivered in Hongkong, or *Eleven Dollars Forty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN, *China Mail Office.*

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Intimations.

Vol. XVIII.—No. 1.

'CHINA REVIEW'

IS

NOW READY.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—:o:—

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,

2, *Wyndham Street (behind the Club.)*

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANNIE H. SMITH, American ship, Capt. Chas. S. Kendall.—Carlowitz & Co.

ARON, Norwegian barque, Captain A. Christensen.—Captain.

B. P. CHINEY, American ship, Capt. E. E. Humphreys.—Order.

DARRA, British barque, Captain Edw. Finlayson.—Chinese.

KARNAK, British barque, Captain A. Morrell.—Master.

NELLIE M. SLADE, American barquentine, Capt. Julia C. Teixeira.—Captain.

NICOYA, British barque, Capt. P. Johnson.—Wieler & Co.

PENSHAW, British barque, Captain John Inokay.—Gibb, Livingston & Co.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Ardgay	4 c	Thom	Brit. str.	1076	Oct. 28	C. P. Chater		
Asagao	3 h	Selck	Japan. str.	1568	Nov. 11	Takasima Colliery		
Belgic	5 c	Walker	Brit. str.	4211	Nov. 12	O. & O. S. S. Co.		
China	5 c	Seabury	Brit. str.	5200	Nov. 3	P. M. S. S. Co.	San Francisco	14th inst.
Clara	2 c	Christensen	Ger. str.	674	Nov. 11	Siemssen & Co.	Haiphong	To-morrow
Dorset	5 c	Daniel	Brit. str.	1716	Nov. 9	Russell & Co.	Yokohama	To-morrow
Glenogle	5 c	Duke	Brit. str.	2000	Nov. 11	Jardine, Matheson & Co.	Shanghai	To-morrow
Haitan	5 h	Ashton	Brit. str.	1182	Nov. 12	Douglas Steamship Co.	Coast Ports	14th inst.
Ingraban	4 c	Massmann	Ger. str.	786	Nov. 10	Wieler & Co.		
Japan	5 c	Gardner	Brit. str.	1865	Nov. 11	David Sassoon, Sons & Co.	Calcutta	15th inst.
Kaisar-i-Hind	5 c	Atkinson	Brit. str.	2385	Nov. 10	P. & O. S. N. Co.		
Loire Inferieure	5 c	Lehuede	Fch. str.	583	Oct. 23	A. R. Marty		
Memnon	5 c	Dorff	Brit. str.	825	Nov. 12	Butterfield & Swire	Sandakan	
Menmuir	5 c	Green	Brit. str.	1268	Nov. 11	Russell & Co.	Sydney, &c.	20th inst.
Namchow	3 h	Colonna	Brit. str.	1109	Oct. 30	Chinese		
Oxus	5 c	Delacroix	Fren. str.	1898	Nov. 11	Messageries Maritimes	Marseilles, &c.	To-morrow
Pembrokeshire	5 c	Doncaster	Brit. str.	2000	Nov. 12	Adamson, Bell & Co.		
Phu Qaoc	3 c	Vallin	Fch. str.	234	Sept. 28	Chinese		
Pilot Fish	4 h	Stopani	Brit. tug.	161	Sept. 16	H. K. & W. Dock Co.		
Riversdale	5 c	Mooney	Brit. str.	1311	Oct. 10	Adamson, Bell & Co.		
Soochow	1 h	McIsaac	Brit. str.	813	Nov. 11	Chinese	Hoihow, &c.	To-morrow
Ulysses	5 c	Butler	Brit. str.	15 6	Nov. 11	Butterfield & Swire	Amoy and Shanghai	To-morrow
Verona	5 c	Speck	Brit. str.	1876	Nov. 5	P. & O. S. N. Co.	Kobe & Yokohama	21st inst.
Whampoa	5 k	Hughes	Brit. str.	1106	Oct. 20	Butterfield & Swire		
Sailing Vessels.								
Adolph	5 c	Westerguard	Ger. bqe.	867	Sept. 19	Arnhold Karberg & Co.		
Annie H. Smith	5 c	Kendall	Amer. sh.	1452	Nov. 6	Carlowitz & Co.		
Aron	3 c	Christensen	Norw. bqe.	634	Nov. 8	Captain		
B. P. Chiney	8 c	Humphreys	Amer. sh.	1259	Nov. 6	Order		
Charger	...	Goodell	Amer. sh.	1379	June 28	Russell & Co.	....	K'loon Dock
Columbus	8 c	Haesloop	Ger. sh.	1428	Oct. 22	Adamson, Bell & Co.		
Conqueror	5 k	Lothrop	Amer. sh.	1540	June 16	Master		
Darra	3 c	Finlayson	Brit. bqe.	999	Nov. 5	Russell & Co.		
Karnak	3 c	Morrell	Brit. bqe.	898	Nov. 5	Master		
Kitty	5 c	Wilson	Brit. bqe.	802	Aug. 30	Captain		
Mabel	8 c	Snow	Amer. bqe.	750	Sept. 19	Reuter Bröckelmann & Co.	New York	
Marabout	8 h	Ferguson	Brit. sh.	1497	Oct. 5	Adamson, Bell & Co.		
Nellie M. Slade	8 c	Teixeira	Am. bqtin.	535	Oct. 1	Order		
Nicoya	5 c	Johnson	Brit. bqe.	594	Nov. 8	Wieler & Co.		
Penshaw	5 k	Inokay	Brit. bqe.	729	Oct. 12	Gibb, Livingston & Co.		
Reporter	5 k	Spalding	Amer. sh.	1286	Aug. 30	Siemssen & Co.	New York	
Sea Witch	8 c	Zibbets	Amer. sh.	1289	July 24	Captain		
Stella	8 c	Ritch	Amer. sch.	475	Sept. 22	Order		
Strathearn	8 h	Robb	Brit. sh.	1705	Oct. 27	Master		
Ta Hongkong	3 c	Möller	Siam. sh.	635	Oct. 31	Captain		
Wandering Jew	5 c	Nichols	Amer. sh.	1650	Sept. 30	Order		
William Le Lacheur	3 c	Warner	Brit. bqe.	573	Nov. 9	Wieler & Co.		
W. H. Conner	...	Butman	Amer. sh.	1423	Sept. 24	Butterfield & Swire	....	Cos'tan Dock

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Caroline	corvette	1400	—	—	Captain Wm. Wiseman	Hongkong
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Kobe
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Greenfell	Hongkong
Esk	g-bt. 3rd class coast defence	363	3	340	————	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Nagasaki
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Orion	twin-screw battle ship 2nd class armored	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Shanghai
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	North
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Severn	corvette	4000	—	—	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	————	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Nagasaki
Torpedo Boat No. 35	————	95	—	—	————	In reserve
Torpedo Boat No. 36	————	95	—	—	————	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	————	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Wivern	coast defence ship, armoured	2750	4	1450	————	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Almirante Barroso	Brasilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	460	Commander Malopert	Shanghai
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Kobe
Iltis	German gunboat	489	—	—	Captain Eickstedt	Shanghai
Lutin	French gunboat	485	4	425	Captain Nény	Tourun
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mendj	Russian gunboat	455	7	60	Commander Moltcoff	Corea
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Nagasaki
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Scudre	French transport	—	—	—	Captain Raoul	Haiphong
Sivotch	Russian cruiser	900	1	1000	Commander Suotirieff	Corea
Sobo	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Hongkong
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Aubry de la Noë	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Villars	French cruiser	—	—	—	Captain Mayet	Yokohama
Vipère	French gunboat	480	4	425	Commander Goudot	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Swatow
Wolf	German gunboat	384	—	340	Captain Credner	Manila

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